

**Amendments to the Claims:** This listing of claims will replace all prior versions, and listings, of claims in the application

Listing of Claims:

1-18 Cancelled

19. (New) Method of detecting growth of the dynamic tire circumference (circumferential growth or tire growth), wherein

- at least one reference value Ref is produced on the basis of wheel speed information,
- the time variation of the reference value(s) is examined, and
- tire growth is detected on the basis of said variation.

20. (New) Method as claimed in claim 19,

wherein the reference values produced are compared with acquired learned values, and tire growth is detected based on the comparison.

21. (New) Method as claimed in claim 20,

wherein learned values for predetermined speed intervals are learned individually.

22. (New) Method as claimed in claim 19,

wherein the circumferential growth is individually examined in predetermined speed ranges.

23. (New) Method as claimed in claim 21,

wherein it is considered in a first, low speed interval whether circumferential growth has already occurred in a second interval of higher speed.

24. (New) Method as claimed in claim 22,

wherein in the case that the vehicle is in a predetermined speed interval for longer than a predetermined time, it is assumed that the circumferential growth in this interval is completed.

25. (New) Method of detecting tire air pressure loss as claimed in claim 19,

wherein one or more current reference values are compared with one or more learned values, and tire pressure loss is concluded in dependence on the deviation(s) of the reference

value(s) on the learned value.

26. (New) Method as claimed in claim 25,

wherein the pressure loss detection system is deactivated while circumferential growth takes place or is detected.

27. (New) Method as claimed in claim 25,

wherein the sign of the rotational speed variation of the examined wheel is evaluated for making a distinction between pressure loss and circumferential growth.

28. (New) Method as claimed in claim 27,

wherein the first derivative of  $\text{Ref}(t)$  and the absolute rate of the deviation from the learned value is examined for making a distinction between pressure loss and circumferential growth.

29. (New) Method as claimed in claim 19,

wherein for determining the mounting position of the wheel displaying tire growth

- a comparison is made of the variation of or the deviations from learned values between at least two, in particular three, differently determined reference values,

and the differently determined reference values differ from each other in that they represent in particular diagonal relations, side relations and axle relations.

30. (New) Method as claimed in claim 29,

wherein tire growth is concluded when the at least two, in particular three, reference values independently of each other allow detecting tire growth, which is especially possible by examining and comparing the sign of the observed variations of reference values.

31. (New) Method as claimed in claim 19,

wherein the deviation between a reference value and a learned value for this reference value is examined, and a probability value is raised when this deviation of a first threshold value `DDS_FOR_GROW` is exceeded.

32. (New) Method as claimed in claim 29,

wherein the probability value has a probability threshold COUNT\_GR, the exceeding of which signals that tire growth prevails, and the degree of probability indicated by the probability counter depends on how frequently the threshold value DDS\_FOR\_GROW was exceeded during a defined period of time.

33. (New) Method as claimed in claim 31,  
wherein the probability value is raised only when one or more of the additional conditions

- signal quality of the reference values,
- quality of the roadway condition or
- road section covered within a predetermined range

is/are satisfied in addition.

34. (New) Method as claimed in claim 19,  
wherein tire growth is not concluded in the case that one or more reference values exceed a threshold value DDS\_MAX\_GROW.

35. (New) Method as claimed in claim 19,  
wherein the method of detecting new tires is reset into an initial condition when a tire change reset signal, such as a DDS-Reset in particular, is detected.

36. (New) Method as claimed in claim 35,  
wherein if growth of a new tire is detected, an indirect pressure loss detection system (DDS) operating on the basis of the wheel speeds is reset into an initial condition (DDS-Reset).

37. (New) Method as claimed in claim 19,  
wherein said reference value Ref represents a sidewise relation of the motor vehicle wheels.

38. (New) Method as claimed in claim 19,  
wherein said reference value Ref represents a crosswise relation of the motor vehicle wheels.

39. (New) Method as claimed in claim 19,  
wherein said reference value Ref represents an axlewise relation of the motor vehicle wheels.